



NZFMM Magazine

Volume 24 Issue 4

NOVEMBER 2000

Motivation

Enjoyment

Comradeship

Cooperation

Achievements

New members

Originality



**NZ FEDERATION OF
MECCANO MODELLERS**

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COVER: *A selection of photo's of a
White Half Track.*

EDITORIAL

Welcome to this issue of your magazine, once again not a lot of articles from members, hence the late arrival of this issue.

My apologies to Brian Peterson for omitting his name from the last issue, the cover photos were supplied by him. It amazes me that some of our members send material overseas for publication rather than send it to our own magazine, then I read in an overseas magazine how

"He is a regular contributor to the NZFMM magazine"

What we have received from this member is one article in the last four years, still one day I hope, we will have more than enough material for an issue and then it can come out at the proper time.

As this is the last issue for 2000 I would like to wish all our readers a Merry Christmas and a happy New Year. Remember there is only four months to the 2001 convention, so get those fingers busy building.

Is there anyone out there who would like to take over as editor of the newsletter as I am thinking of giving up the job shortly, if so let me know.

Anyone heard who the new importers of Meccano are?

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2001 CONVENTION WELLINGTON

At the convention there will be two prizes, one for a wind powered machine and the other for a set donated by Mattel. Details of these are as follows

WIND POWERED VEHICLE;

The task in this instance is :the transport of people and or goods across great areas of more or less flat land, using the wind as the source of power."

The rules are:

1) The model must be made from Meccano or Meccano pattern parts. With the following exceptions.

A) Rubber bands

B) protective devices, eg, if you are using 6" pulleys for road wheels you may use large "O" rings to protect the wheels from damage.

C) springs, I feel the Meccano range of springs is a bit limited.

2) The drive or tractive effort must be positive to the ground, in other words through wheels or tracks or both.

3) The wind is to be the sole source of motive power.

4) The model must be capable of controlled changes of direction, regardless of changing wind direction (steering may be effected by an inbuilt mechanism of some sort, but bear in mind rule 1.)

The model must be capable of demonstrating itself if placed on a reasonably flat surface (like a playing field or a car park) in a reasonable breeze, say 15 kph+.

The sole judge of this will be Brian Hickson.

The other prize has been donated by Mattel NZ and is a "Limited Edition Block Setting Crane"

Criteria;

The judges will expect the models to exhibit the following characteristics:-

1) Be constructed of genuine Meccano or approved replica parts (refer to footnote)

2) Be of a size commensurate with a No 10 set or larger.

3) Be of a previously unpublished design, (original.)

4) Be a model that has not previously been exhibited either in part or its entirety.

5) It may be of any subject the constructor chooses.

6) Competitors must be financial members of the NZFMM

Footnote to the criteria:-

The parts used in construction of competing models must be;

A) Un- mutilated

(this means that they must be capable of being restored to their original condition)

B) In good condition (this means no major areas of rust or bare metal)

C) In "standard colours or a close match.

D) They may be from any era (between 1902 and 2001)

E) They may be of either Liverpool or Calais origin or approved replica parts.

An approved replica part in terms of E above refers to a part that is dimensionally and designedly accurate when compared with the genuine part that it replicates.

Electronics;

The use of sophisticated electronic or computer linked systems will not be considered to be in the spirit of the competition.

The convention will follow the following format,
FRIDAY,

Set up and receive early arrivals

SATURDAY,

Morning,

Finish setting up and receive later arrivals.

Afternoon,

Modelers, supporters and families day,
incorporating judging of models by modelers.

Federation Meeting

Prizegiving

Meal at Cobb and Co, across the road from the venue.

SUNDAY,

Display open to the public.

Public voting for the Bruce Baxter Memorial Trophy.

Close and tidy up

CATEGORIES OF MODELS,

All models and displays welcome. For those that wish to enter into competition the following classes apply.

Note, Models must be displayed for the first time only.

1) Senior: 16 years and over

2) Junior: 15 years and under.

For these Meccano is to be used as much as possible with the normal allowances for motor, wheels and replicas etc, as have been done in the past.

The basic formula for conventions has evolved over a number of years and is a good base for this one. The major deviation is the Saturday being a modelers only day, we felt that as modelers and club members the convention should be for our enjoyment and this would allow a complete day for a relaxed examina-

tion of all models.

LUNCHES:

As there is only a very small number of Wellington members it was decided that as a vast choice of take-away food is available very close to the venue we would leave lunches to individuals, however we will endeavor to collate orders to save as much time as possible. Tea, coffee, milk and sugar will be provided at all times for members use.

The evening meal is to be held at Cobb and Co, this will be on a "pay for what you have" basis and we hope that this will please all members.

After the meal we will return to the hall for members to socialize and enjoy the models on display

BADGES:

As we will only be having enough of the badges made to cover registrations that we receive we would urge you to send your form back as soon as possible

The Wellington club feel that as long as we cover our costs through existing club funds, registrations and ticket sales on Sunday, and everyone enjoys themselves, we will be happy.

Our aim is to have a relaxing and enjoyable weekend indulging in our hobby. We do not wish to be frazzled wrecks on Sunday night thinking "I'm glad its all over" just for the sake of several members of the public.

Remember the convention is for us to look at and talk about models, and talk to other modelers.

If the public wish to pay to see the models that is OK with us as it helps to pay for the weekend.

Also remember that the centenary of Meccano may be a big important event to some of us, but to the general public they couldn't care less, that is if they even know of it at all, as this will only be one of many events in the region that are competing for their money.

BITS AND PIECES

From Lloyd Spackman

QUOTATION: "The visual part of his mind throwing up bridges and flyover's and cranes with necks like Meccano dinosaurs." From Ruth Rendell's 'The Keys to the Street', Hutchinson, 1996.

JUNIOR MECCANO M.E. SUCCESS: "Model Engineer's" Annual Exhibition in London usually has some Meccano model entries. At the 1999 show eight year old Adam Treadwell won a bronze medal with his clockwork driven mechanical lift of the type used on building sites. Standing about 2'6" tall it was built from zinc, red and hatched blue parts with which (the reviewer said) many of the now retired engineers and the model engineers of today learned about mechanics. (M.E., Jan-Feb 2000.)

QUOTATION; "Failure to plan is planning to fail". (I.T. Weekly). And this also applies to Meccano modelling.

THE MILLENNIUM SET: In April, 1998, W.L. M.S. Newsletter contained 14 pages of the discussion which raged along the 'Spanner' Network on the pros and cons and contents of a special millennium Meccano set. Initiated by Geoff Wright, the proposal seems to have died a natural death. But the arguments were good fun while they lasted.

LEGO BASHING NOT ALLOWED: Back in April, 1998, B.B.C. 2 TV showed a program on Frank Hornby. In it was some footage of Rob Mitchell's famous Lego Bashing Machine. Unfortunately, the machine had been cleared of all its Lego and the narrator merely said "the machine does not really do anything". More to the point, B. B.C.. were obviously worried that revealing the true purpose of the machine might open them up to legal action from the Danish company. Why else deny the nature of Rob's wondrous contraption? (From West London M.S. Newsletter No. 55).

TRIBUTE TO "SPANNER": When Hubert Lansley, the famed 'Spanner' of the M.M. for so many years, died in 1997 it was a remarkable tribute to him and to the affection in which our hobby is held

that extensive obituaries were printed in no fewer than five U.K. national newspapers. (From ISM and HTMC newsletters)

JUNE WATT: I had a nice letter from June on the fourth anniversary of Bill's death. June is in Northbridge Retirement Home in Takapuna. She was glad to hear the Meccano Clubs are prospering and says Bill really enjoyed his contacts with Meccano people. (L.S.)

LETTERS TO; A letter from Peter King, a member of C.M.C., to the Editor of "Model Engineer" appeared in M.E. of 24 March, 2000. He referred to a product called 'Kasemit' reappearing on the shelves of N.Z. engineering supply stores after a long absence. It is a commercial case hardening powder. Nothing to do with Meccano, but it is good to see our members appearing in print.

REMEMBER THIS BOY ??: Featured in the instructions for the early Meccano France sets was this chap in a variety of poses, usually clutching a spanner. But the one shown here isn't from the 1980's. He is 1964, in a Meccano price list and catalogue for New Zealand. The catalogue lists Models Limited as the N.Z. Agents and Jackson Cycles as a dealer. Is this an example of 'The Little Boy who never grew up'?



CHRISTCHURCH MECCANO CLUB

From Ian Torrens

A cool winters night for our meeting, held on 1 September 2000. A very quiet night with only eight members present, and no models on display.

The time was filled in with talk of a general nature, though not on Meccano subjects.

Supper was served quite early at 2020 hrs, and the evening concluded at 2045 hrs.

An overcast, cold evening for our October 2000 meeting, held on Friday the 6 October. This was attended by ten members, though no models were

bought along.

Peter King had some spare parts for sale and some items were purchased from him.

The rest of the evening was filled in with discussion of a general nature until supper was put on at 2035 hrs.

After this the meeting continued with more general talk and concluded at 2150 hrs.

MWT

From Tom Pittams

A fine selection of models appeared at the August MWT meeting in Wanganui. But first, in the Historical section we were pleased to see-

Plastic bags of Bolts and Nuts

Antique Meccano sets- a series of birthday gifts from First World War period.

187b Large plastic wheels, boxed

118 wheel in original wrapping

Hub Disc

Parts in recent plastic bag wrapping

Packet of Healds for a loom

488 Four astronauts

Packeted Single Pulley Block

Wrapped 7 @ 7a girders

Nuts and bolts in tin box

Wrapped Ezibilt parts

The models on show were-

Daryl Anderson- 4" box size Caravel driven by a magic motor.

He also had on show a fine scheme for adding lettering to a model.

Don Blakeborough- 4" box size Seven Racing Cars

Wayne Blakeley- Mystery Machine from System 7530

Mini tractor

Bruce Geange- A very fine model of a No 50 Caterpillar Tractor and a Traction Engine- both models performed very smoothly.

John Hansen- 4" box size Collection Series Fork Lift

ME 1975 Model Tank with long range gun and plastic tracks

John Ince- Tender and Rails so far constructed of the Iron Duke Loco (based on a photograph). Very

well proportioned. The main Driving wheel is to be made from a 176b. Axle boxes are very fiddly.

Anne and Bob Prescott- 4" box size Bulldozer and also a Railway Loco

Motor Cycle and sidecar, an 8540 model

Robin Rye- Rotating Platform

Articulated Tractor- small and neat.

Lloyd Spackman- 4" box size Showman Traction Engine

Beam Oil Pump. ran very well, well proportioned, good use of colour, MR. motor.

Alistair Tong- 4" box size Rock Dump Truck- problem with fitting axle in lugs of magic motor.

Showed that tyres for 1' pulley will fit on 3/4" flanged wheel.

Still tracking down a Dealer's model of a Mtor Car Chassis

Binn's Road apparently used extra toughened grub screws in their Dealer's Models

Paul Vodanovich- Snowmobile from Evolution 5

Fire Truck from Collection series

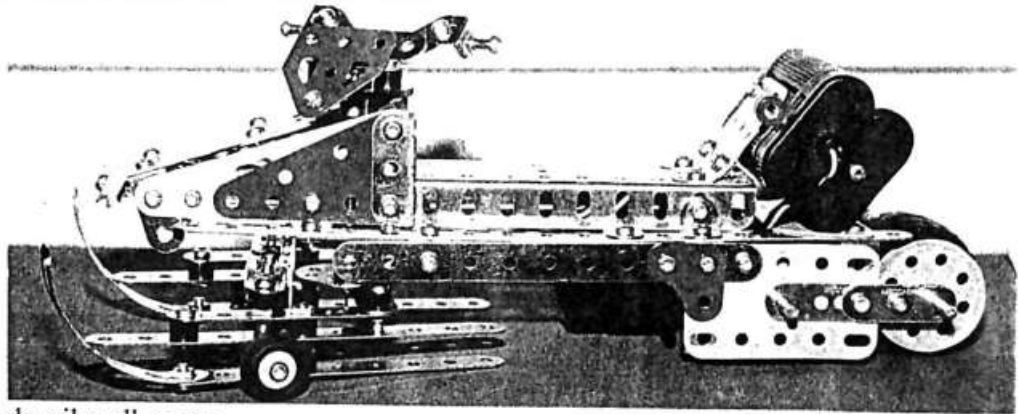
Models from Motion series

No 6 set Model 8 in Red-Green

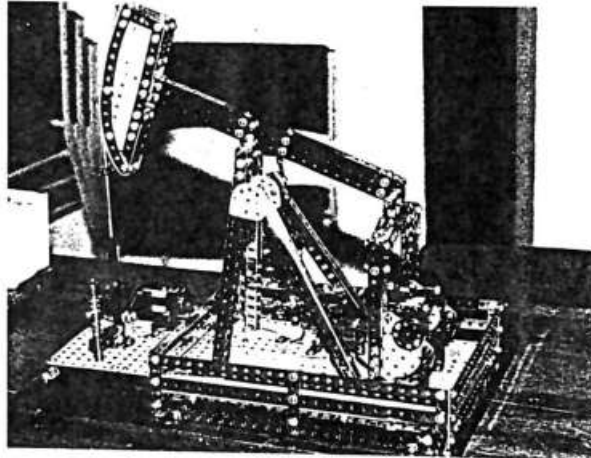
Mobile Crane from 7064

PHOTOS FROM MWT

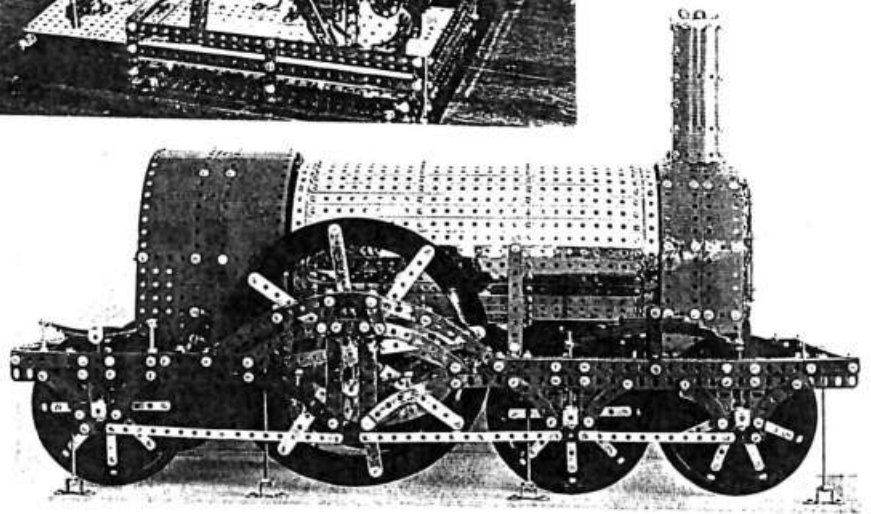
Paul Vodanovich, snowmobile from the evolution sets.



Lloyd Spackman, Crude oil well pump



Steam engine, builder unknown



Bruce Neilson, Meccano badges, Circa 1916



MOTION SYSTEM SET 9550

From Lloyd Spackman

As a *Meccano* modeller, on and off and on again, since 1928, I have been accustomed to building with slot head bolts, grub screws, pulleys etc. WITH bosses and other such essentials of the standard system. So this 9550 set was rather a shock. It isn't partly purple as was the little 1513 set I wrote about last November. But some parts are a strange khaki colour and the pulleys and plastic gears are fluorescent orange.

The main difference is the TRIANGULAR AXLE RODS -- almost exactly the shape of the recycling logo on the bottom of our plastic milk containers. Central holes in pulleys and gears are the same shape. So no need for bosses or grub screws. Hold them in place with 1/4 in. rubber pulleys (P/N 23c) or those tiny plastic rings I also mentioned in the November article.

In the Motion System MOTOR AND BATTERY BOX are usually the heart of the model and construction is fixed to and built around them. The battery box and motor both have slots which take standard square nuts so that other parts can be bolted directly in to them --a good idea. The equivalent of an umbilical CORD connects them. It can be a nuisance when one is already built into the model and the other comes later; meantime it gets in the way. One solution would be to cut the cord then re-join it with a joiner block. That way the motor and batteries could be used separately.

In the 130 page MANUAL the *Meccano France* designers have done a good job. You have to follow the drawings carefully, step by step, with no deviation. Tolerances are tight. I couldn't even add the odd washer where I thought it would make for easier running. Although the set is advertised as a "BUILD 50 MODELS" the detailed drawings take up 116 pages for only 20. Ten pages contain just photos of the other 30 models which are from the smaller 8540 and 7530 sets. The models in the manual are a bit unimaginative. I don't think it would be easy to build originals from this set owing to the limited

A curious omission, in spite of the photos, is that all the parts needed to build models from the smaller sets' manuals are not there. Fortunately, when building the 7530 set Motor Cycle & Sidecar I was able to borrow parts from other sets.

The 9550 set includes a MECCANO POWER TOOL which works OK but I haven't used it much. I wonder how many modellers know it is "Made in China".

The French engineers came up with some bright ideas. For instance a small PLASTIC BEARING (P/N 260a) has a stud where there is no room for a second fixing hole. It needs only one bolt & nut to fix in place as the stud fits into the next hole. As Bob Prescott said, "Some of the new designs/ideas are clever and widen the scope of what we can make with *Meccano*."

The soft 2-3/4 in. dia. tyres are excellent and their plastic wheels will slide on to standard rods. But the little locking nuts which fix them to the triangular rods won't accept a round rod. However, the wheels will bolt on to a 6 hole bush wheel.

As with most models built with the MO motor it is TOO FAST. The down gearing on some of the models is only 3:1 twice, so you need an airport runway to demonstrate a moving model without hitting something.

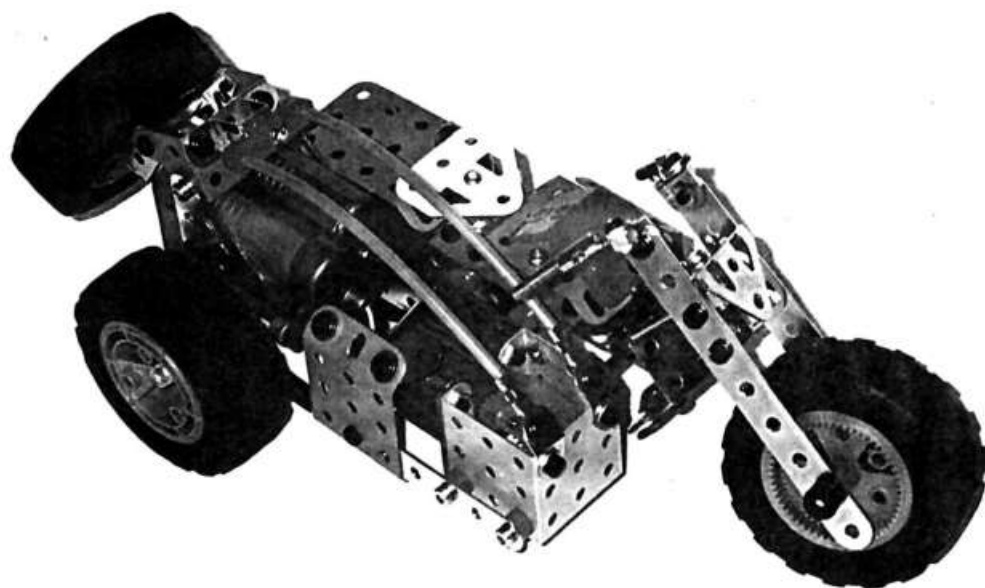
COMPATIBILITY with standard *Meccano* ??? Yes and No. Zinc parts are standard as are N, B & W. The shortest (15/64) bolts are black. But standard round **rods** won't go into the central holes of pulleys and gears. However the triangular rods fit in the bosses of standard pulleys and gears and grubscrews will hold them securely.

Orange, purple and green parts in these sets would be difficult to fit into the COLOUR SCHEME of a model built from standard *MECCANO*. That is, if you are particular about colour schemes. So -- compatibility up to a point. It is almost a new system. Is it ??

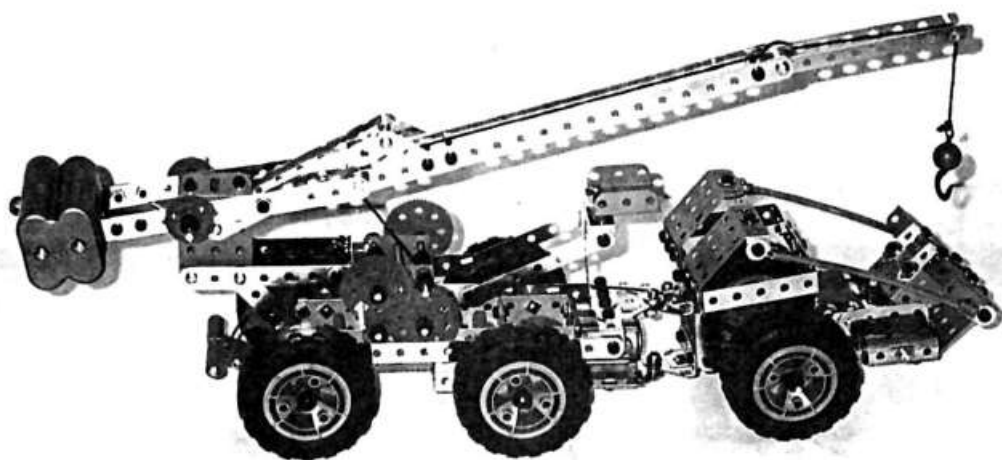
range of parts. For instance for a crane model there is no proper hook. It wouldn't have cost them much to include one.

TWO MOTION SYSTEM MODELS

SET 7530 MOTOR CYCLE AND SIDECAR



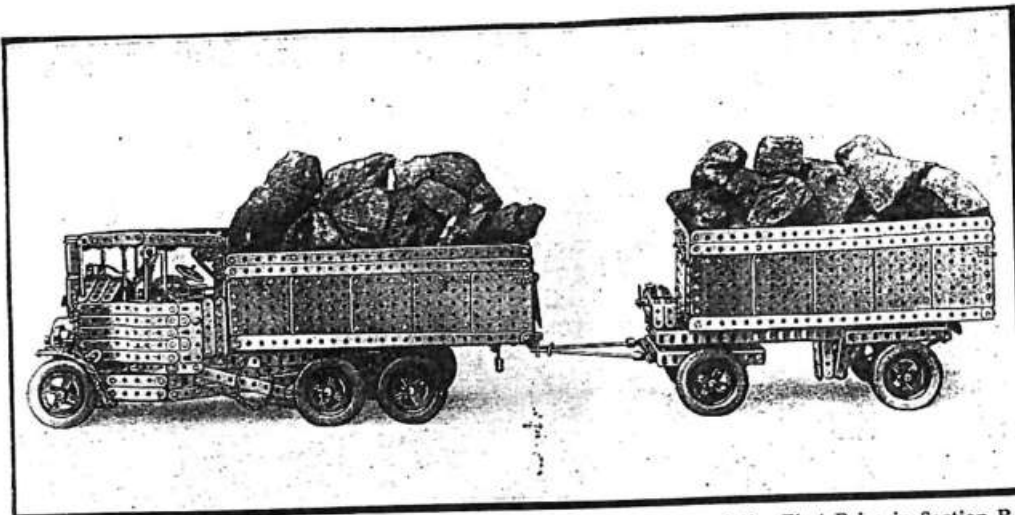
SET 9550 ARTICULATED CRANE TRUCK



1929

TRUCKING

199



This Steam Wagon and Trailer was entered by R. Kirkham, and shared the First Prize in Section B. The realistic appearance of the model will be noted

1937

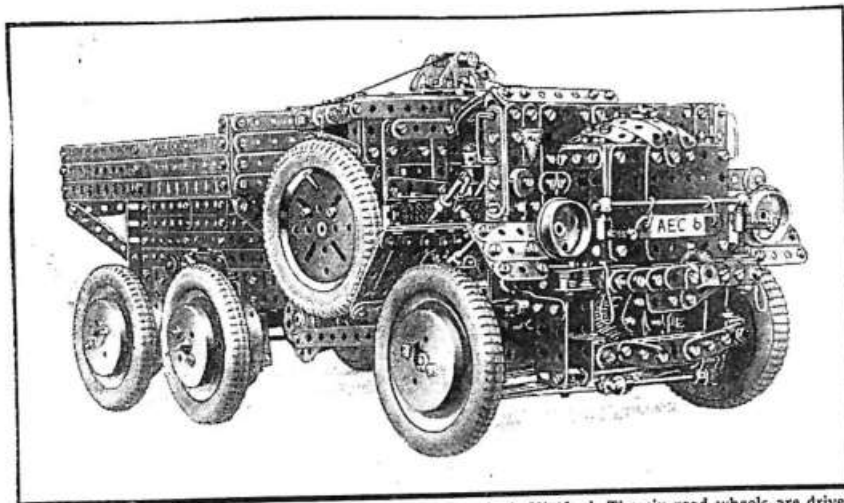


Fig. 1. A sturdy model of an A.E.C. lorry built by R. Lawford, Watford. The six road wheels are driven from a three speed and reverse gear-box.

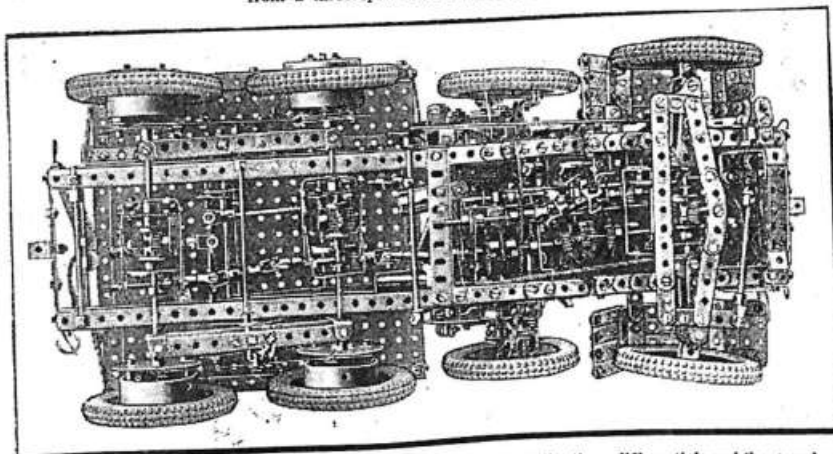
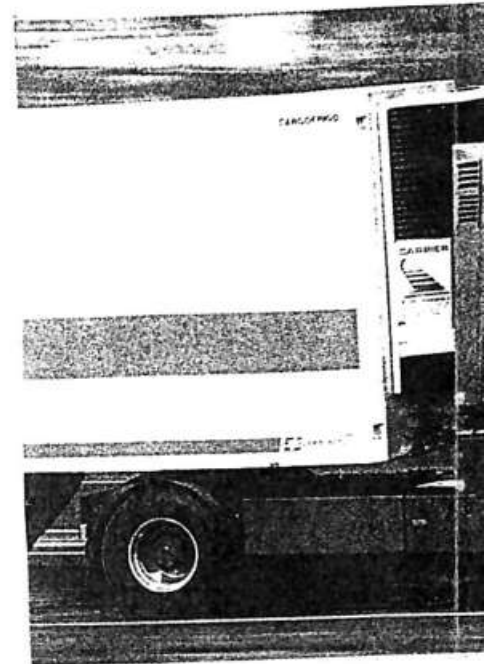


Fig. 2. An underneath view showing the arrangement of the drive to the three differentials and the gear-box.

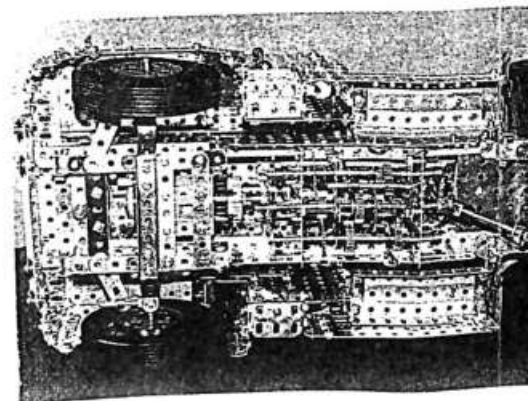
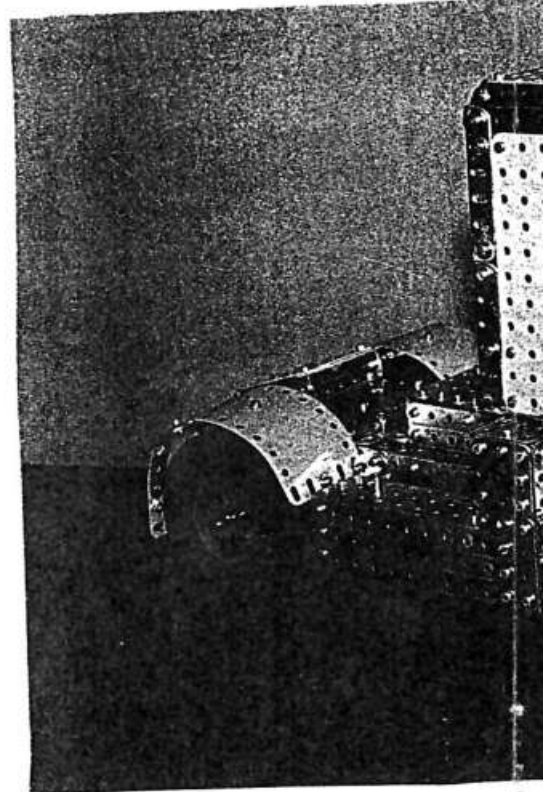
Acknowledgements:

Meccano Magazines April 1929
Sept' 1937
June 1940
Mar' 1950

Magazine du Club Des Meccano Amis Du No.37 - 1991
Meccano Leaflet for 3910 Trucks Set 1995



Camion Renault



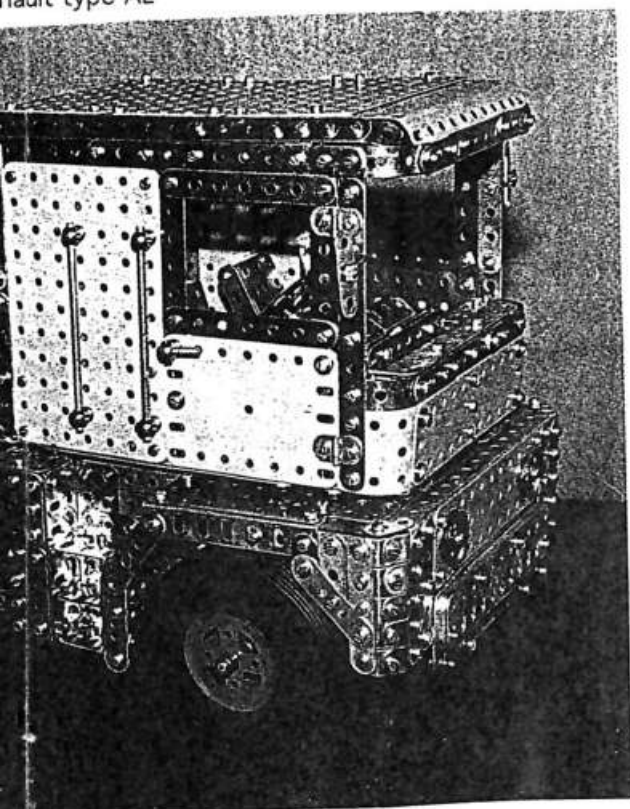
G ALONG

compiled by Lou Nichols

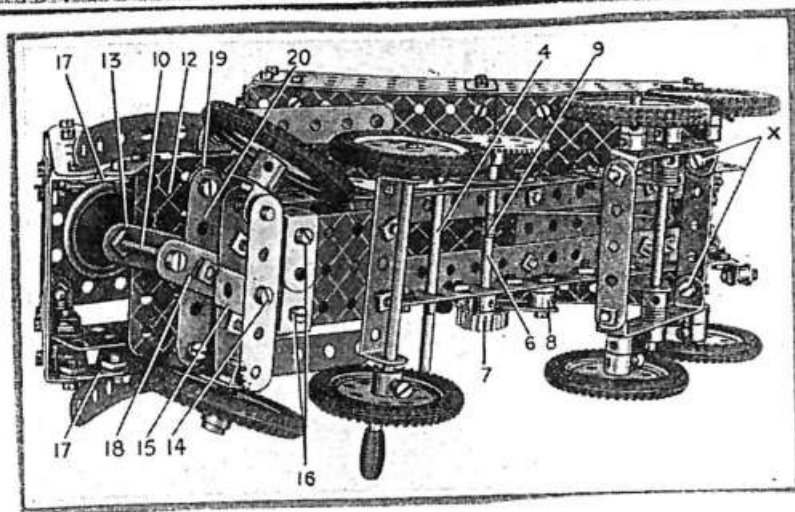
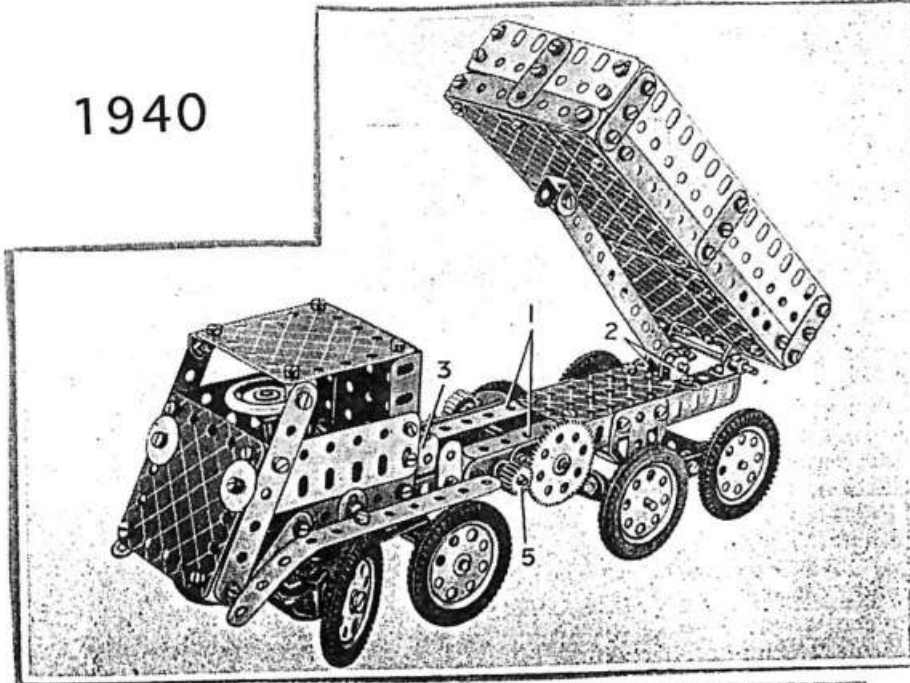
991



Renault type AE



1940



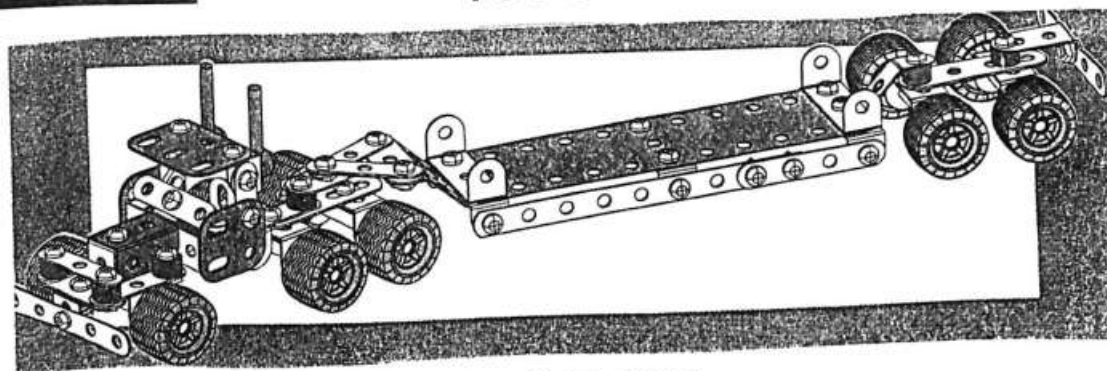
Eight-Wheeler Tipping Lorry

1950



Foden Diesel

1995



Heavy Duty Flat Bed Truck



WELLINGTON MECCANO CLUB

From Bryan Jones

A small group of seven gathered for our August meeting. The only model on display was constructed by Lloyd Spackman. This was a Robot Arm, built to a design which appeared in the NZFMM magazine some years ago. Lloyd had used a mixture of Meccano and Marklin parts in its construction, and he demonstrated how he could grasp a matchbox sized object with its gripper and relocate it.

Lloyd also brought a container, built to the dimensions decided upon for inclusion in the convention display. He had used parts in dark blue, making it stand out from the red and yellow containers produced so far. In a tongue-in-cheek reference to the recent buyout of Meccano SA, it was labelled "Meccanikko Japan".

Brent Houston got connected to the Internet recently, and has spent lots of time browsing his favorite subject, "Big Muskie". This was the world's largest dragline, completed in 1969 by Bucyrus-Erie, and it worked until 1991 at an opencast coal mine in Ohio. It had been laid up ever since, and an unsuccessful bid to have it preserved as an engineering monument failed recently as the machine was demolished for scrap. Brent researched the story, and had a folder full of photos on display.

Colin Croft had been busy producing documentation for the Convention. He showed a sample card, for labelling a model and giving it a number for judging. He produced a participation certificate, and there was some discussion over the wording to be placed on it. He also showed a design for the Convention badge, and had produced five possible colour schemes for us to choose from. He had a preliminary floor plan drawn up of the Upper Hutt Civic Centre hall, but there were some errors in the location of fire exits, which were to be checked and amended.

The meeting ended with supper and a reminder from the president of the counting-down of months left for model building!

While in Taumarunui for work reasons in August, Bryan Jones happened to meet NZFMM member John Slattery in one of the local restaurants. While circumstances did not allow a thorough discussion of Meccano interest, we did have a most enjoyable conversation, which I hope can be continued in the future. Because of distance John does not have much contact with modelers other than through the NZFMM Magazine.

The October meeting was attended by ten members. Several had brought models to display and talk about:

Bryan Jones showed his container wagon and the progress made on his loco bogie. There has been a certain amount of redesign done on the bogie to overcome problems with wheel equalization on uneven track, but perseverance has resulted in a solution.

New member Campbell Morrison and his son brought along a near new No 5 Motorized Set. There was an interesting story about it, in that it had been bought in Hong Kong around 1978 for Campbell's brother, and Campbell had not known of its existence until recently. It had been little used, his brother having been interested in other things, so Campbell was delighted to discover this treasure so close to home.

Lou Nichols had his two containers made up for the convention display, made up in red parts. He also small had a collection of used parts requiring restoration to give away.

Lloyd Spackman demonstrated a model of a Taranaki Oil Pump, which was scaled down from the Saskatchewan (Grasshopper) Oil Pump designed by Norm LaCroix and published as a Canadian Meccanoman's Model Plan. Lloyd powered his model with a red motor with gear train assembly, a rather noisy device which Lloyd has been able to tame with the help of some nylon lubricant. Lloyd intends to rebuild this model for the Convention with some improvements so that it can run reliably unattended.

The meeting discussed the possibility of producing a photocopied booklet for the Convention. Lou Nichols passed around one which he had obtained at the Henley Exhibition in 1974 as a suggestion. He also had a "History of Meccano" poster, which is to be updated and copies made for hanging around the hall. Registration forms would have to be sent out shortly, there only being three Magazines maximum likely before the convention. It was suggested that the design of the form used for the Auckland Convention would

be repeated.

Next meeting: Friday 24th November (a week earlier than usual, to suit members who will otherwise be away).
December (date to be advised): end of year dinner.

For some time I have been toying with the idea of building a Meccano bridge. Not with any particular enthusiasm because they are rather inanimate objects, aren't they? What do you do with a bridge when you have built it? I have looked at the Forth Bridge and said, "Don't be silly"; the Quebec Bridge - "Requires too many parts." So I have picked on a railway viaduct out of an American Model Railroaders article and illustration. The central girder will be two 25 hole angle girders long and 11 hole strips deep. That central girder will use up 92 eleven hole strips.

Over time I have been back to my engineer friend with offcuts of colour steel roofing and cut strips on his electric guillotine, a massive machine about eight feet long which he trusts me to use carefully. You place the metal on its table, press the foot bar, and this big long blade goes swish and there are your accurately cut strip blanks in two foot lengths. I make the holes with a jig and my Black & Decker, and grind the ends. Painted correctly, you don't see any difference from Meccano.

The two towers will each be two 25 hole girders high. I don't know yet about the end approaches. Anyway, I'm going to finish up with an ugly model sitting in the middle of nowhere, as it were, but I can say it is a constructional challenge.

(Frank Davis, Rotorua, N.Z.)

I had a Meccano set with which I 'played' endlessly. Meccano which was invented by Frank Hornby around 1900, is called 'Erector Set' in the U.S. New toys (mainly Lego) have led to the extinction of Meccano and this has been a major disaster as far as the education of our young engineers and scientists is concerned. Lego is a technically trivial plaything and kids love it partly because it is so simple and partly because it is seductively coloured. How-

ever, it is only a toy, whereas Meccano is a real engineering kit and it teaches one skill which I consider to be the most important that anyone can acquire-- this is the sensitive touch needed to thread a nut on a bolt and tighten them with a screwdriver and spanner just enough that they stay locked, but not so tightly that the thread is stripped or they cannot be unscrewed. On those occasions (usually during a party at your house) when the handbasin tap is closed so tightly that you cannot turn it back on, you know the last person to use the washroom never had a Meccano set.

(Sir Harry Kroto, a 1996 Nobel Prizewinner for Chemistry)

(From Simon Philpott, Chicago, USA, and William Irwin).

I have been quite pleased with the Viaduct model. It is a massive construction - used a large amount of Meccano, especially nuts and bolts. Building the central latticework main girder was an interesting exercise. I even gave it a stress test - put it on the floor and sat on it! Quite mad! Did I tell you I tried my hand at making brass couplings (P/N 63). Made 10 of them. My engineering cobbler bored out the centre hole in brass rod I had bought and cut it to appropriate lengths. I was able to bore the lateral axle holes and thread the screw holes which I fitted with small grub screws with Allen tops. The result was fairly akin to the real thing. Mind you, at about an hour each to produce you could scarcely say it was economic, but the feeling of achievement is satisfying and, I suppose, all part of the overall Meccano scene.

(Frank Davis, Rotorua, N.Z.)

THE WISDOM OF KEITH CAMERON

(Edited by Lloyd Spackman from letters written to him by Keith Cameron).

JUNE, 1989:

I was interested to see your ROBOT ARM in the magazine and the various ways that mechanical problems can be solved. I have, as you know, built several robot arms and I have plans for more. But I'm determined to concentrate in large measure on COMPUTER CONTROL of these robots and other models. Like Sr. Richini, I think we should look forward to the next century. In fact, computer control is in this century and we Meccanomen should explore it as fully as we can. There are several ways of doing this and I have shown how 'pots' (variable resistors) can be used to position any motorised function. However, there are limitations to this, notably over-run, and a type of STEPPING MOTOR is obviously more desirable. There is no stepping motor in the system but I will show how even the simplest motors can be adapted to give quite accurate positioning in a stepping fashion.

With so many personal computers around, I'm truly puzzled at the neglect of this subject in the Meccano world. Admittedly it is a bit of a chore lugging your computer to an Exhibition but when you see the cranes men bring with them and think nothing of doing that, I don't think the mere trouble is a valid excuse. I wonder if the reluctance to get into something new might be the deciding factor.

I agree with Bill's comments about sophisticated models that invariably seem to scoop the pool at Exhibitions. But remember that when Henk Elema and Bert Love judged a recent contest they gave first prize to "NELLIE". Some judges are getting tired of the race to build a bigger crane. My 'Programmable Robot' in the March C.Q. weighed less than ten pounds, including the conveyor system.

DECEMBER, 1991:

We've had memorable visits from Meccano and Erector enthusiasts, one of whom brought along his prize possession - a pristine Erector model 'HUDSON' loco which I was proud to photograph on our garage floor. Meccano models built for publication include a Mars Rover, a pair of Trucks, a Cedarapids Pitmaster, a small Carousel and the Spanish Printing Press.

STRAPPING FOR WIRING of Meccano

models -- I use short bits cut from odd lengths of plastic insulated wire left over from wiring jobs. The colour can be varied to suit the Meccano part it is twisted onto. Note: resist the temptation to pass the wire through holes in strips and girders. Wiring in holes complicates any constructional changes needed after the wiring is done.

VOLTAGE DROP: The same principle applies whether the power supply is nicads or transformer/rectifier. Nicad voltage output is 1.25 volts per cell. So plan to use three cells unless the motor provides adequate power and speed on less than three. The power lost in the wiring will vary depending on the load presented to the motor. A motor freewheeling draws much less power than one under load. As the load increases the current in the circuit rises and the resistance presented by the motor falls. The resistance of the wiring remains substantially the same but becomes more of a factor because its ratio to that of the motor rises. Hence heavier motor loads require heavier wiring. I find 18-20 gauge perfectly adequate for all but the heaviest motors and often use 24 gauge ribbon cable in computer operated models.

Regarding the present craze for LARGE DIAMETER PARTS I prefer to use standard parts. The best type of back axle for a heavy tractor is a built up variety with cannon bearings. It makes a rock-solid job.

APRIL, 1993:

I enjoyed the article on CONTROLLERS FOR D C MOTORS. I've built many varieties of these and found them valuable, partly because they can be custom built to incorporate special features. Short circuit prevention is a must to protect the components and the motor. Braking and momentum are nice and should be adjustable over a wide range to make operation realistic with different motors and a variety of mechanisms. And I like to add variable 'PULSE POWER' for smooth starts. I like LEDs and have boxes of them. The tiny chips that combine an LED and a transistor (called optoisolators) are useful as solid state relays. Infra-red LEDs have many uses in motor control.

PROCTOR'S MECCANO CLUB

From Graeme O'Neill

- 22.05.38 8th ANNIVERSARY MEETING AT NAVY LEAGUE HALL ATTENDED BY OVER 100 INCLUDING 15 **ASHBURTON M.C.** & MR GILMORE, **GREYMOUTH M.C.** MEETING HAD 5" COLUMN IN "PRESS" NEWSPAPER. ROLL NOW 40. ELLISON CUP WON OUTRIGHT BY ROY GAY, WHO RE-DONATED IT. GUILD MERIT MEDALLIONS PRESENTED TO R.A. HANDISIDES, L.DENNIS, D.McLAREN. INTERCLUB SHIELD TO **ASHBURTON M.C.**
- 11.06.38 LEADER J.ANCALL OFFERS RESIGNATION BUT STILL THERE AS LEADER IN 1941!
- 06.08.38 THE FIRST OF MANY VISITS PLANNED TO THE "INSTITUTE FOR THE DEAF". (NOW CALLED THE VAN ASHE COLLEGE IN SUMNER).
- 06.11.38 RETURN VISIT TO **ASHBURTON** 8th ANNIVERSARY MEETING BY 16 MEMBERS.
- 26.02.38 INTER CLUB MECCANO BUILDING CONTEST STARTED BETWEEN C.M.C. & **ASHBURTON M.C.** (WON BY C.M.C.) INVOLVED ATTENDANCE & ENROLLING OF NEW MEMBERS
- 04.03.39 32 MEMBERS. £16.10.00 CASH. MEETINGS AT W.C.T.U.
- 20.03.39 LETTER TO MODELS NZ LTD re R.W.DIXON TO MECCANO GUILD.
- 21.05.39 LETTER TO MODELS NZ LTD re D.GREIG, J.MOODY TO MECCANO GUILD AND M.McPHERSON TO HORNBY RAILWAY Co.
- 05.06.39 9th ANNIVERSARY MEETING 14 **ASHBURTON M.C.** MEMBERS & BOYS FROM SCHOOL FOR DEAF. 150 ATTENDED. MERIT MEDALLIONS TO IRWELL, GIBBS, D. COLLET. ELLISON CUP TO ROY GAY.
- 15.06.39 LETTER TO MODELS NZ LTD re V.HARROW TO HORNBY RAILWAY Co.
- 15.07.39 LETTER RECEIVED FROM **EXETER (ENGLAND) M.C.**
- 22.07.39 DEMONSTRATION RUN WITH "PRINCESS ELIZABETH" HORNBY LOCOMOTIVE.
- 14.08.39 END OF **C.M.C. MAGAZINE "COUPLING"**. TALK BY MR E. MOYLE ON A.R.P. 21 MEMBERS @ MEETING.
- 14.09.39 LETTER TO S.H.DACOMBE, SOUTH HARROW, ENGLAND
- 16.11.39 LETTER TO MODELS NZ LTD re A.BIRD TO HORNBY RAILWAY Co. REPORT OF VISIT TO **ASHBURTON M.C.**
- 17.02.40 MEETING AT DRUID'S HALL TO MARK DEATH OF **MR GAY SNR.**
- 16.03.40 MEETING WITHOUT 10 MEMBERS WHO ATTENDED CENTENNIAL EXHIBITION IN WELLINGTON.
- 20.04.40 MEETINGS AT "PRESS BUILDINGS", ONE GENERAL MEETING AND ONE EACH FOR MECCANO AND HORNBY SECTIONS EACH MONTH.
- 11.05.40 VISIT TO SCHOOL FOR DEAF, BIKE FROM SQUARE.
- 03.06.40 VISIT TO PAPANUI BOYS ORPHANAGE.
- 22.06.40 10th ANNIVERSARY MEETING @ DRUIDS HALL. 10 **ASHBURTON M.C.** MEMBERS ATTENDED. DONATED £10.0 TO RED CROSS. INTERCLUB SHIELD TO **ASHBURTON M.C.** 176 to 171 POINTS. MERIT MEDALLION TO SYDNEY STRINGER AND KEN TURNER.
- 08.07.40 VISIT TO SCHOOL FOR DEAF, BIKE FROM SQUARE.
- 31.08.40 DISPLAY @ WINTER SHOW AND VISITS TO THE SCHOOL FOR DEAF & PRESBYTERIAN ORPHANAGE & CRIPPLED BOYS' CLUB DESCRIBED. NEW CLUB STARTING AT BLENHEIM. MEETINGS ATTENDED BY AT LEAST 20 MEMBERS.
- 02.11.40 CHRISTMAS PICNIC @ SCHOOL FOR DEAF. BASEBALL CHALLENGE MATCH.
- 23.11.40 NINE BILLETS AVAILABLE AT **ASHBURTON** FOR THEIR 10th ANNIVERSARY MEETING TRAVEL BY TRAIN ARRANGED

- 21.12.40 CHRISTMAS BREAKUP HELD @ ST.MARY'S HALL ADDINGTON. FOOD FINANCED BY BOYS USING BIKE STANDS DURING YEAR.
- 08.03.41 DONATED £1.1.00 TO RED CROSS. DONATED £1.1.00 TO MERCHANT NAVY. £22.08.00 CASH. 26 MEMBERS. MORE VISITS TO THE SCHOOL FOR DEAF & PRESBYTERIAN BOY'S HOME.
- 29.04.41 MECCANO GUILD LETTER SIGNED BY W.H. McCORMICK, GUILD SECRETARY WITH MERIT MEDALLIONS FOR R.DIXON, D.PRATT, V.HARROW, J.MOODY. RECEIVING ABOUT 3/6d EACH NIGHT FROM BIKE STAND. 26 MEMBERS.
- 31.05.41 11th ANNIVERSARY MEETING ATTENDED BY PARENTS, FRIENDS & 9 ASHBURTON MEMBERS, AT DRUIDS HALL, MANCHESTER ST. MAGAZINE REPORT TO MECCANO GUILD SECRETARY. MERIT MEDALLIONS TO D.PRATT, R. DIXON, J.MOODY, V.HARROW. CAMERA DONATED BY MR COX (1938-39) WON BY G.THOMAS.
- 14.06.41 LETTERS RECEIVED FROM MAYLANDS (WEST AUSTRALIA) M.C., WELLINGTON M.C. AND LIVERPOOL. ASHBURTON M.C. WIN INTERCLUB CUP BY 2 POINTS. DONATED £1.0.9 TO NAVAL MARINES. MR C.BISHOP BOUND CLUB'S MECCANO MAGAZINES INTO 6-MONTH VOLUMES, RECEIVES FREE YEARS SUB TO CLUB
- 09.08.41 32 MEMBERS. GUILD BADGES TO D.WHITE, R.GYDE.
- 16.08.41 FORTNIGHTLY MEETINGS PAST LEADER (J.ANCALL) HONOURED, PRESENTED WITH LEATHER CASE FOR SERVICE TO THE CLUB SINCE 1929 .
- 16.11.41 ASHBURTON 11th ANNIVERSARY MEETING.
- 08.02.42 AGM; 21 MEMBERS, 17 OFFICERS ELECTED. IT WAS NOTED THAT MECCANO & HORNBY WAS BECOMING SCARCE AND THAT MEMBERS WERE BEING CALLED UP FOR WAR SERVICE. C.M.C. WON INTERCLUB SHIELD. £22.13.7 CASH.
- 07.03.42 INTERCLUB COMPETITION IN DANGER, DUE TO LOSS OF MEMBERS TO WAR EFFECT. 26 MEMBERS PRESENT TO ELECT 12 OFFICERS. NO VICE PRESIDENT ELECTED.
- 30.03.42 CANCELLED VISIT TO ASHBURTON M.C. DUE TO MANY MEMBERS BEING CALLED UP TO W.W.II. MEETINGS AT 81 BURKE ST. (MR GAY'S GARAGE) ONE GENERAL MEETING AND ONE EACH FOR MECCANO AND HORNBY SECTIONS EACH MONTH.
- 30.05.42 MORE MEMBERS LEAVING FOR WAR SERVICE, (S.STRINGER-AIR FORCE, K. TURNER-NAVY, D.PRATT-ARMY). A NEW #7 SET DISPLAYED.
- 17.08.42 LETTER TO MODELS NZ LTD re K.PURDIE, A.WYLIE, M.WYLIE, TO MECCANO GUILD, AND K.GRANT TO HORNBY RAILWAY Co.
- 17.10.42 ASHBURTON M.C. ATTENDS INTERCLUB SHIELD COMPETITION WON BY C. M.C.
- 06.02.43 AGM; 11 OFFICERS ELECTED - NO PRESIDENT.
- 03.04.43 21 MEMBERS ATTENDED. TALK BY M.IRVING ON STEAM ENGINES. M.IRVING SIGNED UP FOR AIR FORCE.
- 23.08.43 LETTER TO MODELS NZ LTD re R.WYNARD, J.TURNBULL, M.WALSE TO MECCANO GUILD, AND D.MITCHELL TO HORNBY RAILWAY Co.
- 25.09.43 17 MEMBERS ATTENDED. GUILD BADGE & CERTIFICATE TO J.TURNBULL & R.WYNYARD. MECCANO CABINET BEING MADE FOR CLUB SET.
- 18.12.43 HIKE TO TAYLORS MISTAKE AND BACK FOR BREAKUP OF ICE-CREAM ETC.
- 15.02.44 AGM ATTENDED BY 12 MEMBERS, ELECTION OF 6 OFFICERS AND 6 COMMITTEE.
- 04.03.44 11 MEMBERS ATTENDED. TALK BY M.IRVING ON PETROL ENGINES. NO NEW SETS FOR NEW LADS TO TAKE HOBBY, CLUB BUYING AND SELLING OR LOANING SETS & PARTS TO MEMBERS. STILL NO VISITS TO ASHBURTON M.C. DUE TO WAR. £24.02.00 CASH.

Andreas Konkoly Index of Meccano Models & Literature

Compiled by William Irwin (with help from Bruce Neilson)

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- 207 Giant Power Plant
- 208 Swing Art Discs
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- 210 Compound Beam Engine

KONKOLY'S MIDDLE MODELS

No.	Title	Ref.	Published	
1	8 - 15V Electric Motor			
2	Two Variable Pitch Propellor Mechanisms		MMQ 1976/2/42	
3	Jumper Points			
4	Meccano Magic Designer			
5	9-Speed and Reverse Gearbox (Boite a 12 Vitesses)		FMM 1959/18/23	MM 1977/1/36
6	Meccano Spiralograph Joy 2	MM 1967/1/40	TMG 1996/13/8	
7	New Electric Clock Mechanism			
8	Lunar Craft Vehicle			
9	10 Million to 1 Gearbox			
10	Lilliput Electric Motor 9V			
11	Meccano Heartgraph			
12	3-speed and Reverse Gearbox		MM 1958/5/241	
13	Meccano Caterpillar			
14	Minute Clock	cf S34		
15	Pressure-operated Reversing Motor			
16	6-speed and Reverse Gearbox		MM 1969/10/495	
17	Balance Wheel Mechanism			
18	Centrifugal Intermittent Motion	cf S21	ME 1975/9/196	
19	SHARK Heavy Tractor with Girl Driver			
20	Meccano Musical Machine (Music Maker)	cf S41	MM 1979/1/6	

KONKOLY'S MODELS NOT IN SUPER OR MIDDLE LISTS

No.	Title	Ref.	Published	
	Two-speed and Reverse Gearbox		FMM 1958/4	
	Weather Prophet		MM 1959/1/37	
	Magnificent Meccanograph	cf S19	MM 1965/8/32	
	Designing Machine (Vertical Meccanograph)		GSM 1, 1967	
	Intermittent Drive Mechanism (6-way Maltese Cross)		MM 1969/1/50	
	Substitute Flywheel		MJ 1970/21/593	
	Hungarian Centipede		MM 1971/4/187	
	Meccano Sailor		MM 1972/6/291	

COMMING EVENTS

MEETING ADDRESS:

WMC:

ST LUKES CHURCH HALL
55 PITT STREET
WADESTOWN

MWT:

ST LUKES CHURCH HALL
CORNFOOT ST
WANGANUI

CMC:

ST JOHNS HALL
FERRY ROAD
WOOLSTON

NOVEMBER 2000

3rd- CMC- St Johns Hall

DECEMBER 2000

1st - CMC - St Johns Hall
1st - WMC - St Lukes Hall

FEBRUARY 2001

2nd - CMC - St Johns Hall
2nd - WMC - St Lukes Hall

MARCH 2001

2ND - CMC- St Johns Hall

EASTER 2001

**UPPER HUTT CIVIC CENTER
MECCANO CONVENTION**

Friday - Setup

Saturday - Setup and modellers only day

Sunday - Public open day

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4 WINCHESTER ST
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PETER KING
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HELICAL GEARS

ASHOK BANERJEE
P O BOX 4149
NAVRANGPURA
AHMEDABAD - 380 009
INDIA

GEARS BRASS PARTS PLATES STRIPS AND GIRDERS

M261 Transformer No6 for use with 6
volt electric motors

Electric motor No6 6 volt

Also a small On/Off type switch that
is also a throttle controller, this
is not boxed and is a bit rusty.

All pieces say manufactured in Liver-
pool England and I would guess are
around 70 years + old

contact

Ian Grove
National Stock Controller
Sanderson Computer
100 Ponsonby Road
Auckland New Zealand
Ph (09)3789055 Fax (09) 3767223

